

|   | Type | Hits | Search Text  |
|---|------|------|--|
| 1 | IS&R | 5    | (("5924074") or ("5546580") or ("5879163") or ("5722418") or ("6018713")).PN.  |
| 2 | IS&R | 50   | (("6112188") or ("5892900") or ("5917912") or ("5910987") or ("5915019") or ("5949876") or ("5982891") or ("6021202") or ("4968873") or ("5557515") or ("5722418") or ("4837422") or ("5182705") or ("5930764") or ("5966695") or ("5920628") or ("5668897") or ("5884271") or ("6064986") or ("5550734") or ("5704044") or ("6101242") or ("4882473") or ("5590038") or ("6073242") or ("5590037") or ("5546462") or ("5740244") or ("5428683") or ("5673402") or ("5748780") or ("6047270") or ("6085174") or ("6115690") or ("5765152") or ("6112207") or ("6140936") or ("5832089") or ("5805082") or ("5534855") or ("6009402") or ("6026364") or ("5850442") or ("5734838") or ("5883956") or ("5931917") or ("5878403") or ("6167119") or ("5870725") or ("6148292")).PN. |
| 3 | BRS  | 967  | (electric adj vehicle ) and distance   |
| 4 | BRS  | 42   | ((("705/6") or ("705/5")).CCLS.) and trip  |
| 5 | BRS  | 12   | ((("705/6") or ("705/5")).CCLS.) and trip) and vehicle   |
| 6 | BRS  | 12   | vehicle and (port adj facility)  |
| 7 | BRS  | 24   | ((("705/6") or ("705/5")).CCLS.) and vehicle   |
| 8 | BRS  | 6    | reserving and (electric adj vehicle )  |
| 9 | BRS  | 6    | reserving and (electric adj vehicle )  |

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|----|------|--------|--|
| 10 | IS&R | 50     | (("6112188") or ("5892900") or<br>("5917912") or ("5910987") or<br>("5915019") or ("5949876") or<br>("5982891") or ("6021202") or<br>("4968873") or ("5557515") or<br>("5722418") or ("4837422") or<br>("5182705") or ("5930764") or<br>("5966695") or ("5920628") or<br>("5668897") or ("5884271") or<br>("6064986") or ("5550734") or<br>("5704044") or ("6101242") or<br>("4882473") or ("5590038") or<br>("6073242") or ("5590037") or<br>("5546462") or ("5740244") or<br>("5428683") or ("5673402") or<br>("5748780") or ("6047270") or<br>("6085174") or ("6115690") or<br>("5765152") or ("6112207") or<br>("6140936") or ("5832089") or<br>("5805082") or ("5534855") or<br>("6009402") or ("6026364") or<br>("5850442") or ("5734838") or<br>("5883956") or ("5931917") or<br>("5878403") or ("6167119") or<br>("5870725") or ("6148292")).PN. |
| 11 | BRS  | 643272 | electrical adjk vehicle with highest<br>adj charge adj state   |
| 12 | BRS  | 94     | highest adj charge   |
| 13 | BRS  | 6      | highest adj charge and electric adj<br>vehicle   |
| 14 | BRS  | 793944 | distance   |
| 15 | BRS  | 22     | reserved adj vehicle   |
| 16 | BRS  | 24     | travel adj request   |
| 17 | BRS  | 0      | (travel adj request) and electric adj<br>vehicle   |
| 18 | BRS  | 5      | (travel adj request) and vehicle   |

PATENT APPLICATION - PATENTANMELDUNG - DEMANDE DE BREVET

AN 1067481 EUROPATFULL ED 20010121 EW 200102 FS OS  
 TIEN Vehicle sharing system and method with parking state detection.  
 TIDE System zum Teilen der Nutzung von Fahrzeugen und Verfahren zur  
 Parkzustandserfassung.  
 TIFR Systeme de partage d'utilisation de vehicules et methode avec detection  
 d'etat de stationnement.  
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 Yano, Shunji c/o Kabushiki Kaisha Honda, Gijutsu Kenkyusho, 4-1 Chuo 1  
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 Nakamura, Kazuhiro Kabushiki Kaisha Honda, Gijutsu Kenkyusho, 4-1 Chuo  
 1-chome, Wako-shi, Saitama-ken, JP;  
 Barth, Matthew James, 6529 Dante Circle, Riverside, California 92506,  
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 Todd, Michael Donovan, 619 Glenwood Drive, Redlans California 92373, US  
 PA HONDA GIKEN KOGYO KABUSHIKI KAISHA, 1-1, Minamiaoyama 2-chome,  
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 The Regents of the University of California, 12th Floor, 1111 Franklin  
 Street, Oakland, CA 94607-5200, US  
 SO Wila-EPZ-2001-H02-T2a  
 DS R AT; R BE; R CH; R CY; R DE; R DK; R ES; R FI; R FR; R GB; R GR; R IE;  
 R IT; R LI; R LU; R MC; R NL; R PT; R SE; R AL; R LT; R LV; R MK; R RO;  
 R SI  
 PIT EPA2 EUROPÄISCHE PATENTANMELDUNG  
 PI EP 1067481 A2 20010110  
 OD 20010110  
 AI EP 2000-305768 20000707  
 PRAI US 1999-349426 19990707  
 IC ICM G07B015-00  
 ICS G07F007-00

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L1 ANSWER 5 OF 5 EUROPATFULL COPYRIGHT 2001 WILA  
 DETDEN In the present preferred embodiment, the computer system at the port  
 facility 14 is programmed to prompt the user to enter the above-noted  
 travel information, upon the user registering by swiping the card key  
 21  
 (or other token) past the reader. The computer system may display  
 destination options and/or additional time or distance options. Thus,  
 the display may prompt the user to, for example, select or click an  
 icon  
 for a proposed destination port facility. In addition other icons for  
 selecting a proposed additional number of minutes or miles of expected  
 travel beyond the route to the destination port may be displayed. By  
 selecting the additional icons the user may inform the system that the  
 user will have an errand trip. An errand trip is a detour from the  
 regular route that would be taken in traveling between points. For  
 example a user of a vehicle may travel directly to a destination or  
 they  
 may take a side excursion for example to pay a bill or to buy a  
 newspaper. Such side excursions are errand trips. The user can select  
 different icons notifying the system that, for instance an errand trip  
 will take an additional 45 minutes and add an additional 10 miles  
 beyond  
 what would be expected if the direct route to the destination were  
 taken  
 without the errand trip. In yet further embodiments, a map is displayed  
 to the user and the user is prompted to identify locations on the map  
 corresponding to a destination and/or side trip locations or zones. It

L1 ANSWER 3 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

PATENT APPLICATION - PATENTANMELDUNG - DEMANDE DE BREVET

AN 1067498 EUROPATFULL ED 20010121 EW 200102 FS OS  
TIEN Shared vehicle system and method involving reserving vehicles with  
highest states of electrical charge.  
TIDE Verfahren und Vorrichtung fuer die Reservierung von anteilig genutzten  
Fahrzeugen mit der groessten elektrischen Ladung.  
TIFR Methode et dispositif pour la reservation partagee des vehicules avec  
la  
charge electrique majeur.  
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Yano, Shunji, c/o KK Honda Gijutsu Kenkyusho, 4-1 Chuo 1-chome,  
Wako-shi, Saitama-ken, JP;  
Nakamura, Kazuhiro, c/o KK Honda Gijutsu Kenkyusho, 4-1 Chuo 1-chome,  
Wako-shi, Saitama-ken, JP;  
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Street, Oakland, CA 94607-5200, US  
SO Wila-EPZ-2001-H02-T2a  
DS R AT; R BE; R CH; R CY; R DE; R DK; R ES; R FI; R FR; R GB; R GR; R IE;  
R IT; R LI; R LU; R MC; R NL; R PT; R SE; R AL; R LT; R LV; R MK; R RO;  
R SI  
PIT EPAL EUROPÄISCHE PATENTANMELDUNG  
PI EP 1067498 A1 20010110  
OD 20010110  
AI EP 2000-305739 20000707  
PRAI US 1999-349423 19990707  
IC ICM G08G001-127  
ICS G08G001-123

L1 ANSWER 4 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

DETDEN In the present preferred embodiment, the computer system at the port facility 14 is programmed to prompt the user to enter the above-noted travel information, upon the user registering by swiping the card key

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(or other token) past the reader. The computer system may display destination options and/or additional time or distance options. Thus, the display may prompt the user to, for example, select or click an

icon

for a proposed destination port facility. In addition other icons for selecting a proposed additional number of minutes or miles of expected travel beyond the route to the destination port may be displayed. By selecting the additional icons the user may inform the system that the user will have an errand trip. An errand trip is a detour from the regular route that would be taken in traveling between points. For example a user of a vehicle may travel directly to a destination or

they

may take a side excursion for example to pay a bill or to buy a newspaper. Such side excursions are errand trips. The user can select different icons notifying the system that, for instance an errand trip will take an additional 45 minutes and add an additional 10 miles

beyond

what would be expected if the direct route to the destination were

taken

without the errand trip. In yet further embodiments, a map is displayed to the user and the user is prompted to identify locations on the map corresponding to a destination and/or side trip locations or zones. It can be very important to the scheduling and allocation of vehicles to allow for excursions such as errand trips. Efficient allocation of vehicles is easier if vehicle trips can be predicted with greater reliability and accuracy. Embodiments of the vehicle sharing system and method include implementations which reward users for accuracy, for example if the user returns the vehicle within 5 minutes of the planned return time the user may get an "accurate return time" discount. Users may also get a discount if they give notice of unexpected delays. For example if the users were charged a per hour rate a user would be charged for a whole hour if they returned a vehicle 10 minutes late, whereas if they gave notice of their late return, so that the vehicle could be reallocated during the proper time frame, they might be

charged

for only a portion of an hour. Similar discounts might be given for accurately predicting the number of miles driven. By accurately predicting the distance to be driven the system could more accurately predict, at the beginning of a trip, the state of charge (for

electrical

vehicles) that will be present when a vehicle is returned, thus

enabling

more efficient **allocation of vehicles and charge facilities.**

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L1 ANSWER 4 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

can be very important to the scheduling and allocation of vehicles to allow for excursions such as errand trips. Efficient allocation of vehicles is easier if vehicle trips can be predicted with greater reliability and accuracy. Embodiments of the vehicle sharing system and method include implementations which reward users for accuracy, for example if the user returns the vehicle within 5 minutes of the planned return time the user may get an "accurate return time" discount. Users may also get a discount if they give notice of unexpected delays. For example if the users' were charged a per hour rate a user would be charged for a whole hour if they returned a vehicle 10 minutes late, whereas if they gave notice of their late return, so that the vehicle could be reallocated during the proper time frame, they might be charged for only a portion of an hour. Similar discounts might be given for accurately predicting the number of miles driven. By accurately predicting the distance to be driven the system could more accurately predict, at the beginning of a trip, the state of charge (for electrical vehicles) that will be present when a vehicle is returned, thus enabling more efficient **allocation of vehicles** and **charge** facilities.